British Columbia
Ministry of Transportation
Staff Newsletter

Road Runner

Spring 2003

Lions Gate teamwork honoured

The completion of the Lions Gate Bridge in 1938 was an important milestone in British Columbia's history. It marked the start of a new age in the landscape and lifeblood of the Lower Mainland. And the completion of the Lions Gate Bridge rehabilitation project in September 2002 was an equally important milestone as it took engineering design and fabrication to new heights and required an incredible amount of teamwork from all agencies, contractors, consultants and partners involved.

On December 11, the ministry and the project's lead contractor, American Bridge, hosted a completion event to honour everyone whose ingenuity and hard work led to the project's successful completion. Long-time local consultants Buckland & Taylor Ltd. and ND LEA Consultants Inc. co-hosted the event.

Some 160 people, including the project team, other ministry staff and project partners, as well as consultants and contractors from as far away as Florida, New York and California, spent the evening swapping Lions Gate Bridge stories. There were several good-hearted jokes about the time it took to complete the job, but the event also showcased the many awards this innovative project has received, including Institute of Transportation Engineers' W. H. Curtis Award for Outstanding Technical Achievement in Traffic Management (2001), the George S. Richardson Medal for a Single Recent Outstanding Achievement in Bridge Engineering (June 2002), the North American Occupational Safety and Health Award for Construction (October 2002), and the Canadian Consulting Engineering Schreyer Award (October 2002), to name a few.

Continued on page 2

Project Director Geoff Freer inspects work high above the deck of the Lions Gate Bridge during rehabilitation work that was completed September 2002.

Weigh-scale staff rejoin ministry

With the transfer of compliance staff from the Insurance Corporation of British Columbia to the provincial government this spring, 41 staff are joining the Ministry of Transportation under the Motor Carrier Branch and the weigh scale supervision operation.

The Motor Carrier Branch (formerly the Motor Carrier Department) is located in Burnaby and works in close conjunction with the Motor Carrier Commission, which is responsible for the licencing and regulation of the commercial passenger industry, including buses, taxis and limousines. Motor Carrier Branch staff perform inspection, investigation and administrative support functions. These staff will report directly to the Lower Mainland District Manager, Transportation.

Weigh scale supervisors fulfil an important role in ensuring safety on our roads and protecting the highway and bridge network from overweight loads. They will report to the district manager in their area.

Continued on page 2

Road Runner Returns

Ministry Renewal Project Manager Denise Bollinger is happy to announce the relaunch of the Road Runner and wishes to thank all who contributed. There wasn't room for all of the submissions that came in, so look for those in the summer issue, which is already being planned. If you have a good story idea or a photo, call Denise Bollinger at (250) 387-7809 about submitting it to the Road Runner.

Ceremony caps off decade of planning

(Continued from page 1)

For the ministry, it was a chance to reflect on almost a decade of planning the replacement of the aging bridge deck and a chance to celebrate its completion. All that remains of the old structure are the two towers and the main suspension cables.

South Coast Region's Garry Dawson took the prize for longest-standing project team member, having been involved with the project full-time from 1997 through to completion. Project Director Geoff Freer was also recognized for his inspirational leadership and for always ensuring there was a fresh pot of coffee for the team first thing each morning. Special service recognition awards were also presented to other core project team members, including Angela Buckingham, David Chang, Shannon Dimaulo, Kirsten Flemming, Richard Fyfe, Wayne Locke, Cheri McDermid and Mike Proudfoot.

Deputy Minister Dan Doyle and Assistant Deputy Minister Frank Blasetti also acknowledged the lifetime efforts of long-time local consulting engineer Peter Hyslop, who served as the owner's engineer for the project, and Buckland & Taylor Ltd., which served as the owner's bridge engineer for many years.

David Chang, Manager, Planning and Construction, with Pam Ryan, spokesperson for the project, only two of the many people responsible for the success of the Lions Gate Bridge Project.

Many hands make light work

It takes an enormous number of people to complete a project such as the Lions Gate rehabilitation.

"We had a good team with great leadership and dedicated staff," said David Chang, Manager, Planning and Construction. "I am proud to have been part of the Lions Gate team and will certainly remember the people and the experience for the rest of my life."

Many other ministry staff were of invaluable assistance throughout the project, including Keith Bespflug, Peter Brett, Brigid Canil, Rodney Chapman, John Dyble, Allan Galambos, Elaine Galbraith, Wayne Keiser, Don Lister, Terry MacKay, Marilyn Mattson, Kathie Miller, Dirk Nyland, Mike Oliver, Bob Pearson, Dan Penman, Zbigniew Radzimowski, Russ Raine, Shawn Robins, Wayne Scott and Kim Seale.

Garry Dawson, Regional Project Manager, adds: "The end of the project was a time of mixed emotions. I was glad to see it finally completed but felt a certain level of sadness with the breakup of a very fine and fun project team.

"Looking back, I do not reflect on the difficult times encountered on the project, rather, I remember the dedicated people and accomplishments made by them. For those who told me I was crazy to be joining the Lions Gate Project (back in 1997), I must say how wrong they were and how proud I am to have been part of this project, all five years' worth."

After seven years, Motor Carrier Branch staff are coming back to Transportation

(Continued from page 1)

The rest of the staff located at weigh-scale locations such as the Nordel scale seen at right will be under the Ministry of Public Safety and Solicitor General, and they will monitor safety-related programs that include transportation of dangerous goods, commercial and private vehicle inspection programs, administration of the National Safety Code and other programs. In fact, more than three-quarters of the staff are returning to the ministry after an approximate seven-year hiatus. The ministry looks forward to seeing familiar faces and meeting the new staff. Welcome (and welcome back)!

Making a difference

On February 4, the Honourable Judith Reid, Minister of Transportation, presented John Newhouse, Gregg Singer and Max Walker with Queen's Golden Jubilee commemorative medals. They are presented to Canadians in recognition of significant achievement or distinguished service to their fellow citizens, their community, to British Columbia or Canada. Of the 46,000 medals presented, about 800 were presented to provincial government employees across Canada.

John Newhouse, Project Director, Highway Maintenance Contract Renewal

Working as a public servant for 33 years, John has played a significant role in the success of the privatization of road and bridge maintenance. He's managed some very difficult responsibilities with diplomacy and has come to be known as the "peace-maker."

Perhaps the best summation of John's qualities for being a caring, thoughtful, sensitive and unassuming public servant are his actions during a closure of Highway 16 due to avalanche hazards while he was a district highways manager. When it was publicly announced that the highway was reopened after several days, vehicles were queued waiting passage when another avalanche occurred. The snow was cleared away, and to ensure the public's safe passage, John personally piloted the hundreds of vehicles through the mountain pass. John's concern was a personal sacrifice as his eyes later required medical attention.

Minister of Transportation Judith Reid presents Queen's Golden Jubilee medals to (left to right) Max Walker, John Newhouse and Gregg Singer.

Gregg Singer, Project Director

Since his days as Highway Planning Engineer in the early 1980s, Gregg's work has been described as "first class" and "a credit to the ministry." He is an innovative and dedicated leader known for his success in motivating people to perform as a team. This approach enabled him to deliver the largest highway construction project in Western Canada, the Vancouver

Continued on page 4

Queen's commemorative medal presented by Speaker of the House Claude Richmond

Jon Buckle, Regional Director of the Southern Interior Region, was awarded the Commemorative Medal for the Queen's Golden Jubilee for Public Service at a ceremony in Kamloops on January 7.

Jon was paid a surprise visit by the Honourable Claude Richmond, Speaker of the Legislative Assembly of British Columbia, and presented with the medal. Speaker Richmond read the nomination to Jon and then presented the medal to him in the presence of his entire regional management team, other regional staff and his family.

Claude Richmond, Speaker of the House, with Southern Interior Regional Director Jon Buckle

"Since 1972, Jon Buckle has been an exemplary public servant. During his 30 years with the Ministry of Transportation, he has made many notable achievements, including earning the respect and admiration of those who have worked with him at all levels of the organization," said Richmond.

"Jon is very focussed on providing the best level of service to the public as possible. At the same time, he is keenly interested in providing opportunities for staff to develop their skills and add to the value they provide to the ministry. Jon's nomination is strongly supported by his peers, staff and the executive."

The Speaker went on to outline Jon's significant contributions to the province of British Columbia and the ministry through his work in the development of maintenance management systems, being a key person in the privatization of maintenance services, working tirelessly though two major ministry reorganizations, and being a provincial leader in aboriginal-relations issues.

~ Managing change commendably ~

Sherry Eland, District Manager, Thompson-Nicola District, shows off a new addition to her office, a special message from her staff, thanking her for her leadership during recent ministry reorganization.

Staff say thanks for manager's compassion

Ministry employees across the province have taken on the challenge of reorganization over the past year, but staff in the Thompson-Nicola district came through it last fall with a unique bit of bonding. In October, after months of change, employees there presented their district manager, Sherry Eland, with a special picture. Featuring a scenic background, it was custom framed, matted, signed by all the staff and emblazoned with the following kind words of recognition:

Sherry...

Thank you for successfully leading us through this time of change. You grieved our team members that have moved on, welcomed those we have gained. With your vision, direction and compassion, you have amalgamated us all into a new team while promoting the "Renewal Vision" of the ministry.

As our manager, we commend you for your strong leadership skills, your ability to empower your employees, for recognizing achievement in your staff and for promoting teamwork in the Thompson-Nicola district. Together, we are stronger on the ever-changing path to the future.

Leadership, motivation key

(Continued from page 3)

Island Highway Project, on time and under budget. The consultative processes and environmental considerations were hallmarks of this project.

Gregg leads by example through commitment and integrity. His contribution reaches far beyond his government work. He shows the same dedication to community and family.

Max Walker, Manager, Development

Max has been a dedicated Ministry of Transportation employee for more than 20 years. In the Lower Mainland District, he has developed and mentored many staff in development approvals. Colleagues and supervisors hold Max in high regard.

Max has proven he can be consistently counted on to take any assignment related to development and achieve outstanding results. When there is a problem that needs to be resolved, Max finds solutions that benefit the development community and serve the province well.

Lieutenant Governor Iona Campagnolo (left) and Minister of Transportation Judith Reid (right) honoured Crystal Chenier for her service to the ministry.

A tribute to Crystal's 25 years

Late last year, Crystal Chenier was honoured for her 25 years of service to the ministry. Crystal started her career with the construction branch, then moved into the district office in North Vancouver. She now works in the Southern Interior Region office in Kamloops as an Administrative Assistant. Crystal was honoured in a ceremony at Government House in Victoria on November 14, 2002. She is seen here with Minister of Transportation Judith Reid and Lieutenant Governor Iona Campagnolo receiving a certificate of recognition.

Steps to renewal keeping Vancouver Island staff busy and on the move

As with all divisions of the ministry, Vancouver Island has seen significant changes in 2002. Many of our colleagues from the old "Region 6" have moved on to new opportunities, leaving a core group of 38 Vancouver Island District staff, which includes Courtenay and Saanich, complemented by 12 South Coast regional specialists and a 17-member electrical maintenance group.

"It's been a tough year," said Mike Proudfoot, District Manager, "but we've all pulled together to make things happen."

All office locations on the Island have had relocations and adjustments. The Nanaimo office has come together on one floor of the same building, co-locating with Ministry of Human Resources' employment standards branch and prevention, compliance and enforcement section.

Our co-location has already benefited all parties with sharing of vehicles, boardrooms and some services such as reception activities.

Debbie O'Brien
District Development Technician

Courtenay staff led by Sue Pauwels have just completed their area office reconfiguration. Nine staff members now occupy about 330 square metres of their originally-larger facility. The Comox-Strathcona Regional District has occupied the vacated area, offering 'one-stop' opportunities to clients as well as cross-government sharing of meeting spaces and closer links with clients and stakeholders in our development approvals business. Staff have been extraordinarily tolerant of jackhammers and drywall dust and, at the same time, continued serving customers without a hitch.

Saanich's area office was moved into a new location in February, and staff there are exploring sharing services with other co-located ministries.

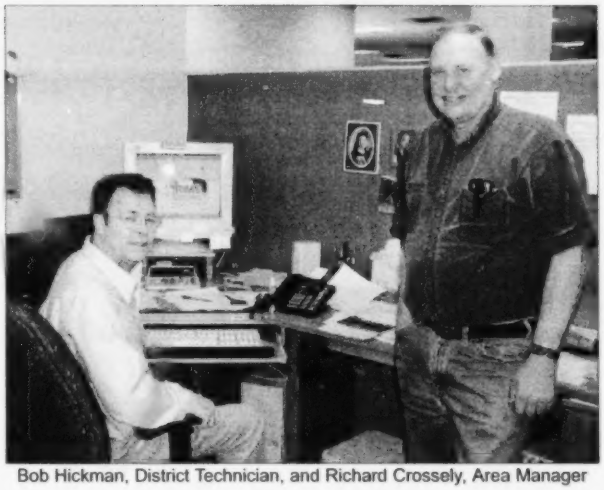
These relocations and adjustments have resulted in base occupancy savings of approximately $380,000 per year.

Maintenance contract renewal is getting under way, with the Request for Proposals being advertised February 25. As our current contracts in Services Areas 2 and 3 expire this September, we anticipate lots of time being dedicated to the review of incoming proposals and, ultimately, the awarding of new contracts later this year.

Doug Elliott, Saanich Area Manager, has been "drafted" by John Newhouse and has been working with the headquarters maintenance renewal team.

Thanks to Greg Galpin, Dan Saari and Larry Griffith for undertaking the extra work while Doug has been away.

Thanks also to Rod Mochizuki, Martin Madelung, Bob O'Brien and Bob Hickman for the incredible effort they put forth to assemble the Road Inventory and Maintenance System (RIMS) data to meet the very daunting timelines for RFP advertising.



Bob Hickman, District Technician, and Richard Crossely, Area Manager

We are on a steep learning curve with the new ways of doing our business. The South Coast-based traffic and electrical systems engineering group has been to the Island several times to deal with district priorities in a team environment.

We are finding these sessions very beneficial and informative. Thanks to Patrick Livolsi, Jesse Bains, Joy Sengupta, Melanie Perkins, Andy Braacx and group for a proactive approach to our new business methods and building working relationships with new colleagues.

Rob Howat
District Approving Officer

A review of ferry terminals is under way on the Island with leadership from Doug Beaumont, Acquisition Co-ordinator.

We find the "cookie cutter" approach doesn't work. Each terminal and neighbourhood has its own characteristics which suggest, for example, that queuing areas should be either included or excluded because of adjoining uses.

Continued on page 6

Vancouver Island: Putting people in the People Plan

(Continued from page 5)

Four of Vancouver Island's key staff: (left to right) Liz Laidlaw, District Clerk; Joyce Pool, District Services Manager; Vickie Fairburn, Development Approvals Clerk; and Carol Espey, District Clerk.

We had two feature films - "Trapped" and "Final Destination 2" - using the Inland Island Highway in the Courtenay-Campbell River area. There were two-week closures and detours to accommodate the filming. We had remarkable support from South Coast's Event Coordinator, Holly Adems, and field work was under control with Courtenay's Robin Storkey and Doug Wright, who got the chance to mix and mingle with the stars while managing traffic and detours efficiently.

Joan Miller of the Island North Film Commission wrote a letter of thanks to the ministry and involved staff for their support and co-operation in the filming of these two major motion pictures. These films, along with several car commercials also filmed on the Island, have brought over $7.5 million of direct economic benefit to the North Island.

We are looking forward to the finalisation of the People Plan. Local renewal workshops were held in Nanaimo in November. Regional Director Wayne Keiser facilitated and participated with the group. It was great to have Wayne on the Island for the day with us, so we could get to know him and his innovative, common sense approach to business. A plan is being finalised to address issues raised by Island staff.

The Island North Film Commission wrote a letter of thanks to the ministry and staff for all the support and cooperation during filming of two major motion pictures.

Mike Proudfoot is working with colleagues on the Nanaimo Cross-Ministry Work Team and is achieving great co-operation from partner ministries on developing innovative approaches to enhance customer service and promote efficiencies and cost savings. The benefits of this collaboration are evident and growing.

A new initiative will see the Ministry of Transportation taking on the weigh scales in Parksville and Duncan. Welcome to Wayne Ostrom and Andy Newall, Weigh Scale Supervisors.

We are also looking at co-locating the Ministry of Solicitor General's compliance manager and Nanaimo support staff in our anticipated move into the Ministry of Forests building.

2002/2003 was another very busy year for the Vancouver Island electrical crew. They designed, constructed and installed the last seven traffic signal controllers that were required for the Vancouver Island Highway Project. Since 1995, they have managed approximately 50 traffic signal controller installations for this project.

In addition to repairs, the crew reconstructed 66 intersections and about 400 traffic signal heads, using BC Hydro Powersmart and ICBC funding along with their maintenance works, and they worked with developers and others to install new signals or reconfigure the electrical infrastructure at another eight intersections.

We'd like to recognise Chris Longman, who will be leaving us March 31.

Chris has been with the ministry since 1984. His sense of humour, knowledge and dedication will be missed.

Kudos to Peter Wightman, Operations Manager in Courtenay, who has taken on the responsibility for the Low Volume Roads initiative for our district and overseeing a number of other ministry priorities such as right-of-way commercialization.

Peter's extensive knowledge and enthusiasm benefit us immeasurably in meeting our objectives.

Many thanks to Bonnie Whipple, who assumed Operations Manager responsibilities in Saanich last June.

Bonnie oversees a challenging area and provides excellent leadership. Her team was closely involved in wrapping up the Vancouver Island Highway Project and developed great working relationships with the entire project group.

'MoTley Cruisers' Run for the Cure

On a fabulously foggy day last October, a group of headquarters staff calling themselves the "MoTley Cruisers" did their part for a great cause. The Run for the Cure is held every October to increase awareness about breast cancer and raise funds for research into a cure. Many ministry staff participate in this annual campaign. Some run with the ministry team, some with other organizational teams and some with family and friends. All run to support women affected by this disease and to help find a cure.

The 2002 event, held Oct. 20, raised over $14 million and saw 140,000 participants from 32 communities take part across Canada. The Ministry of Transportation's corporate team included those pictured above and many others who apparently finished well ahead of these "MoTley Cruisers."

Denise Bollinger, Anne Daley, Maria Ciarniello, Vicki Nygaard, Jack Stuempel, Nancy Merston and Marni Fedoruk were among the many ministry employees taking part in last fall's Run for the Cure.

Details about this year's Run for the Cure will be available later this summer. A message will be posted on the bulletin board, and of course, former participants will be scouting the hallways looking for more potential MoTley Cruisers!

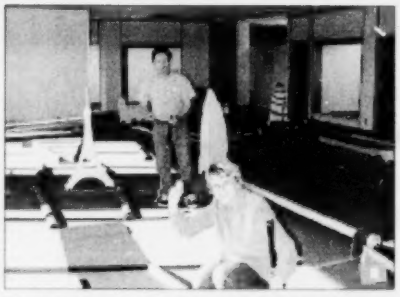
Nanaimo crew takes advantage of open space, has fun and raises money for community charities — all at the same time

Nanaimo staffers teed off for a good cause last autumn when the Metral Drive office hosted its first annual Ministry of Transportation Indoor Mini-Golf Tournament to support the Provincial Employees' Community Services Fund (PECSF).

The Oct. 30 event took place on the vacated second floor of the ministry's building after the ministry consolidated its operations onto the third floor. The timing couldn't have been better to design a challenging course, since the former office space was completely cleared out but renovations for the next tenant had not yet begun.

A number of staff, including Joyce Pool, Maxine McDicken, Peter Wightman and Liz Laidlaw, helped make the event a huge success. The nine-hole, par 27 course was designed by Dave Edgar and Sean O'Sullivan.

About 40 people took part in the noon-hour event. The cost was only $5 to play the executive course, including a hot dog and drink. Players were paired up and given score cards before tackling the difficult course, which saw many golfers taking advantage of the maximum score rule. Most, but not all, were able to avoid the water hazards. The low-score award went to Doug Beaumont, who finished one stroke ahead of Bob Wylie. Sean O'Sullivan found most of the hazards and finished in last place.



Moving offices can be fun, as staff at the ministry's Metral Drive office in Nanaimo proved Oct. 30.

Since use of the golf course was free and all food and drinks were generously donated by Thrifty Foods and Grimms Meats, the entire $140 raised went directly to community charities in Nanaimo.

The rules:

1. **Add a penalty stroke for removing the ball from a hazard.**
2. **You may play the ball from anywhere or add a stroke to return it to the course.**
3. **Please record a maximum score of 7 for each hole.**
4. **If the ball is on level ground, you may stop it from rolling backward.**
5. **No caddies allowed.**
6. **You may move the ball one club head (about three inches) from the course edge.**
7. **Shirts must be worn at all times, shoes optional, or vice-versa.**

Not only was the mini-golf tournament a fun event that allowed a break from the normal work day, it also provided staff with the opportunity to help out others in their community.

Although this year's tourney will be tough to top, Nanaimo staff say they are already planning to add a back nine for next year!

Deregulation helps modernize ministry

Seen any horse teams on your local highways lately?

Under Part 2, Section 14 of the Highway Act, it is an offence to leave horse team apparatus or cargo, including chains, yokes and harnesses, within 1.8 metres of the centre of a highway in a rural area or on an arterial highway.

Removing this outdated section of the Highway Act is one small step in achieving an overall 33-per cent regulatory reduction by June 2004 as set out in the government's New Era document. These reductions are intended to eliminate obsolete and redundant requirements that waste taxpayers' time and money.

(Left to right) Kirk Rockerbie, Kirsten Pedersen, Spencer Manning, Tony Beckett and Chad Tenney (not pictured) manage the ministry's deregulation work, eliminating outdated or unnecessary regulatory requirements.

Under the sponsorship of Kathie Miller, Assistant Deputy Minister, Transportation Planning and Policy, the ministry set up a deregulation project team to examine all of its legislation, regulations and policies. The project is being managed by Kirsten Pedersen, Manager, Transportation

Continued on page 10

Herb Erikson puts down his slide rule

Thompson-Nicola district wishes a fond farewell to Herb Erickson, who is retiring on March 31, 2003. Herb came to the ministry from the City of Kamloops and Delcan Engineering in 1994 as a Regional Planner. In 2002, Herb moved to the district office as the new District Highways Engineer. He brought a professional aspect of transportation planning to this office. Herb became a trusted advisor to the Coquihalla P3 team, bringing precision to the thought process and helping us see the details.

Herb is a person of rare integrity, dedication and wisdom. Herb's influence on district development approvals and our 'outside' clients has been one of fairness and professionalism.

Herb's unique talents were recognized early in life by his high school teachers, who recommended that Herb pursue a career in engineering. Herb followed their direction, graduating from university in Saskatoon, Saskatchewan, with an engineering degree.

"The best part about retiring is that it opens up a whole new spectrum of choices professionally and personally." *Herb Erikson, District Highways Engineer*

Herb's engineering career started in Saskatchewan, then moved on to Alberta and finally to Kamloops, B.C. in 1979. Kamloops is home to Herb and his family.

Herb and Lorraine have three wonderful children, daughter Dana and sons Shaun and Daniel, ages 23-28 years. All have since left the nest. They all reside in British Columbia, though they're spread out in Coquitlam, Penticton and Kamloops.

Looking back, Herb has no regrets. He says, "The best part about retiring is that it opens up a whole new spectrum of choices professionally and personally."

Herb's future plans include retiring with his wife Lorraine in the Okanagan, doing woodwork and seeing what kind of new doors open.

All of Herb's friends and colleagues wish him success in future endeavours and a great retirement. Herb will be missed by all of us who have grown to know him. His expertise in maintaining high ministry standards through development, coupled with total personal confidence, will be greatly missed.

Thanks, Herb, for all your efforts and wit. All the very best to Herb, Lorraine and family from everyone in the ministry. Another era has 'Gone With the Wind.'

Deputy minister thanks retiring staff

A recent highways department meeting provided the setting to honour four upcoming retirees: Marilyn Mattson with 14 years service, Lawren Wagar with 31 years of service, Terry Walton with 32 years of service, and Dan Williams with 34 years of service. Congratulations!

Peter Swetlishoff heading for the hills, taking "lucky plane" to Las Vegas

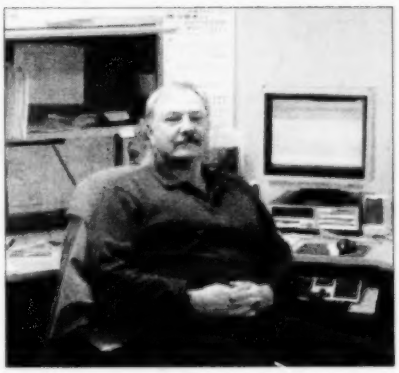
Peter Swetlishoff is retiring on March 31, 2003, after 35 years of working for the ministry as an Area Manager for the often-snowbound Merritt section of Phase 1 including the "shed hill."

Peter will leave Merritt's sub-office and head for the hills on his ATV to hunt and fish. Peter plans to strap on his tool belt and finish the new home he constructed last year.

Peter began working for the Department of Highways (Construction Branch) as a rod and chainman in 1968 in the small community of Fauquier along the Arrow Lakes. In early 1969, the survey crews moved from Fauquier to Castlegar, where they were involved on a number of road construction projects.

Peter was transferred to Victoria in the fall of 1970 and worked on the Pat Bay Highway at Sidney and at Royal Oak in Victoria. Later that year, Peter left the Department of Highways to attend school, returning for summer employment with the ministry in the Castlegar area.

In 1974, Peter married Tina Bjorn and stayed in the Castlegar area, working on various road construction projects. He did a lateral transfer to Merritt district as an Engineering Assistant and in 1988 was promoted to an Area Manager, a position he held to retirement. Tina and Peter have two children. Darren is with the Canadian Armed Forces (PPCLI), stationed in Winnipeg, and Cindy is a Teacher's Aide working with special needs children in the Langley area.



"Set goals for yourself, be honest, work hard and treat others as you would have them treat you. Success isn't measured in what we have but in what we can do to help others succeed."

Peter Swetlishoff, Area Manager

Peter "the Russian" held a vested interest in increasing the wildlife population and strongly lobbied to build, extend and maintain the wildlife fencing program.

One of his greatest accomplishments while working was with HQ (Ministry of Environment), writing the Report on Ungulate Collisions with Motor Vehicles on Phase 1. This report was instrumental in the installation of wildlife fencing from Kingsvale interchange to Dry Gulch bridge.

Peter's dedication to work, especially to the section of highway we in the Interior love to hate, has undoubtedly saved lives and made driving the road less of an adventure.

Peter's words of wisdom: "Set goals for yourself, be honest, work hard and treat others as you would have them treat you. Success isn't measured in what we have but in what we can do to help others succeed."

To celebrate his retirement and beef up his pension, Peter plans to fly the "lucky plane" to Vegas for a couple of weeks. Celine Dion will be joining him but unfortunately she will only see him when she passes the slots. We encourage him to play the quarter slots and hope that he hears plenty of bells and whistles throughout his retirement. Peter will be greatly missed by all of us. Thanks for all your hard work. All the very best to Peter, Tina and family from MoT.

Port Mann: Award-winning improvements to benefit more than 120,000 commuters

After four years of hard work, staff throughout the ministry are able to bask in the feeling of a job well done.

Various groups that included design, construction, geotechnical, bridge, environmental and area managers at South Coast Region, major projects staff at ministry headquarters and contracts staff at the Vancouver Island Highway Project office came together to work on this $61-million project.

The Port Mann Improvement Project consisted of four sub-projects: the Coleman on-ramp, Mary Hill on-ramp, Johnston cut, and five-laning of the bridge to provide an east-bound HOV lane across the bridge with the capacity for future counterflow.

Additional maintenance walkways for inspection were built, and seismic upgrade work was also commenced. Innovative techniques and solutions were applied in this project. The first ramp metering in the province was implemented at the Coleman and Mary Hill on-ramps, which uses a traffic signal to control merging, based on traffic volumes. On the bridge itself, a live load test was used to measure beam stress for fatigue prediction studies. And above, on the bridge arch, a platform was built to protect fledglings from falling from an existing falcon nest.

The biggest challenge, says Project Director Brian Stone, was traffic management. At 120,000 vehicles a day, the order of the day was clear: No full closures allowed. This challenge was met in construction staging and spacing as well as in the bridge design. The efforts paid off, with few complaints during construction and many compliments after the fact.

The quality of the project is apparent: The Consulting Engineers of British Columbia 2001 Award of Excellence was jointly presented to Buckland & Taylor Ltd. and the Ministry of Transportation for the Port Mann Bridge five-lane widening design. And hats go off to Brian Stone, who scooped British Columbia Transportation Professional of the Year for 2001 from the Institute of Transportation Engineers, Greater Vancouver Section, as director of the Port Mann Improvement Project.

Congratulations to all the ministry staff who contributed to this successful project.

Regulation revamp to be complete in 2004

(Continued from page 5)

Policy, and the core team is made up of Spencer Manning, Ministry Solicitor; Kirk Rockerbie, Manager, Surface/Rail Policy; Tony Beckett, Manager, Transportation Policy; and Chad Tenney, Project Manager, Business Process Re-engineering. The project relies strongly on input from program areas throughout the ministry as well as stakeholders such as the Insurance Corporation of B.C. and other ministries.

The detailed review of the statutes will be essentially complete by May, and requests for legislative change will be submitted for government's approval in the spring and summer of 2003. Implementation of approved changes will occur throughout 2003 and be complete by June 2004.

What are the rewards for a project manager working on a difficult project like this? Kirsten shares, "The most significant aspect of this project has been working with the different ministry program areas and all the stakeholders. I have had the opportunity to see the direct relevance of our legislation and regulations on the work that the ministry does and how it affects other agencies. It is rewarding to know this project will result in streamlining and will clean up a lot of outdated legislation."

Linda Pengelly: Oh, the changes she's seen!

Linda Pengelly began her career with the Ministry of Highways and Public Works in September 1966 as a Clerk Typist I in the traffic branch, with a starting wage of $225 a month. Linda remembers the office was often visited by then Highways Minister Wesley Black.

In those early days, ministers' letters and deputy ministers' letters were typed with 10 to 12 carbon copies. No mistakes allowed! Needless to say, they were usually redone at least once.

Linda recalls that in typing a rush letter for the senior traffic engineer's signature, she asked him to put his "John Henry" on it, looked up on the wall behind his chair and noticed that his name was John Henry Harding. That faux pas generated tears of laughter!

Remember Gestetner machines? Linda does. She typed electrical specifications for tenders on stencils (error-free, of course!); hand-cranked them on the Gestetner and put them together to send out to contractors.

After spending 1968 in Edmonton, Linda moved back to Victoria, returned to work for government in early 1969 and her old job in November. She married Ray Pengelly (now an administrative assistant in the highways department) in May 1970. In June 1973, Linda was promoted to accounts - data control and the old ledger machines. She then took time off to have a family in December 1973. Their first daughter, Kim, was born in 1974 and a second daughter, Teri-Lynn, in 1976. In August 1977, Linda returned to the ministry to work in the

Linda Pengelly early in her career with the Ministry of Transportation, which was then referred to as the Ministry of Highways and Public Works.

Continued on page 12

Teamwork on energy-efficient lights paying dividends

Team effort in providing new, efficient and reliable traffic lights throughout the province has resulted in big cost savings as well as community and safety benefits.

The Ministry of Transportation has been pioneering power efficiencies since the 1970s. In March 2001, the ministry started partnering with BC Hydro to save power, decrease maintenance costs, increase reliability and reduce emissions province-wide for traffic signals, warning beacons and warning signs.

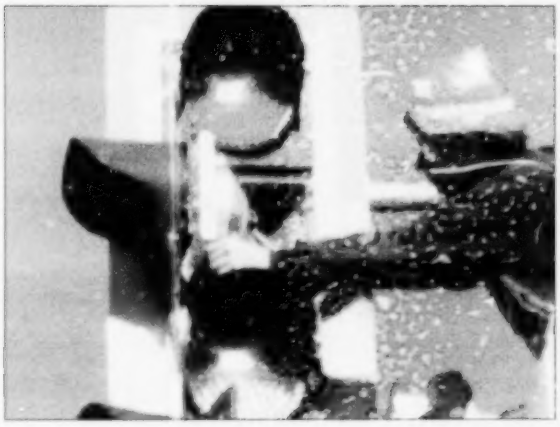
In March 2002, BC Hydro launched a traffic light exchange program in partnership with municipalities and the ministry with the goal of saving 36 gigawatt-hours of power per year, or enough electrical energy for 4,000 homes.

Our ministry was the first agency to participate. Converting ministry traffic signals to light-emitting-diode (LED) heads is expected to free up enough power for 500 homes.

Ross Casey, Senior Electrical Standards Technologist, was contracted by BC Hydro to provide technical and financial expertise.

Ross also beta-tested the BC Hydro "calculator," a complex tool that calculates cost savings and capital cost payback and creates order forms and installation declarations with one set of data entry.

To increase efficiencies, Ross coordinated the installations with the ministry's electrical trades supervisors and managers, rolling out the program in conjunction with the signal head upgrade program, a safety initiative of the Ministry of Transportation and the Insurance Corporation of B.C. to install larger more



Continued on page 16

Look Out, Hollywood!

Ministry technology wizards create virtual highways, market expertise

A team in the ministry has been developing and using some extraordinary special effects to bring highways and bridges to life on the big screen. Well . . . on 17-inch computer monitors, anyway.

Led by Al Szczawinski in the engineering branch, Gord Bonwick (ArcGIS), Ian Busby (CAiCE) and Gord Smith (graphics) are the specialists bringing their talents together to create advanced engineering visualization models for planning and designing enhancements to our existing transportation system as well as new infrastructure.

The ministry now has the ability to produce virtual aerial tours of engineering concepts for highway corridors by combining computer modeling with satellite imagery.

This birds-eye view enables the viewer to see topography, slide areas, avalanche mitigation measures and other details.

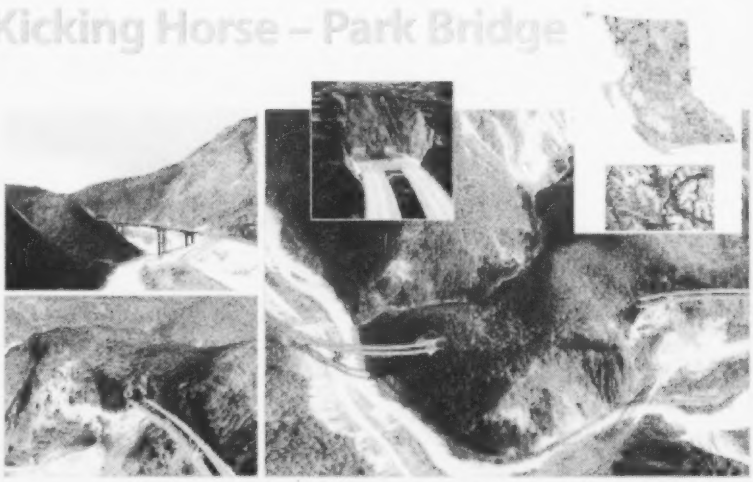
This technology is also applied to show a driver's view of future tunnels, bridges and split grade alignments.

These tools are used to supplement the business cases for potential projects and have proven to be effective in promoting understanding and support for the projects.

Upon request, the ministry released examples of the aerial fly-overs to ESRI, a GIS software company, who used them to demonstrate 3-D visual simulation at user conferences across Canada and the United States last year.

CAiCE, another engineering software manufacturer, was evidently impressed as well. In 2002, they sponsored a ministry representative to present at the International CAiCE Users Conference in Tampa, Florida in April and at the Highway Engineering Exchange Program in St. Louis, Missouri in September.

Word is spreading about this expertise and other groups are also coming to the ministry for advice. These guys aren't just on the cutting edge - they're really cutting an edge of their own!



Artist's Renderings of Kicking Horse – Proposed Park Bridge Option

After 32 years, retirement will be just another change

Continued from page 11

properties branch. She then went to accounts payable and in May 1979 was promoted to Clerk 3 Office Manager in the traffic branch where she even learned to do some drafting of the electrical lighting system and set up cost-sharing agreements with municipalities for lighting and traffic lights.

Linda is a survivor. In 1988, her position was made redundant and she was placed in the financial services branch. When FMIS was up and running in 1990, she returned to the highway engineering area until April 2002, when her position was once again made redundant. She returned to the finance and administration branch to help with trust accounts, SAS, Visa, Amex and various other duties.

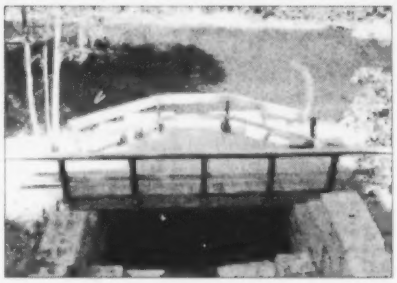
Linda reflects that she has seen a lot of changes to government, especially in our ministry, since 1966. She feels fortunate that she was able to "stick around" until she decided it was time to retire. Thirty-two years with government is a long time!

Taking care of highways also means taking care of fish habitat these days

West Coast fisherman and outdoor enthusiasts should stop and take a look at the newest contribution to salmon enhancement in the Campbell River area.

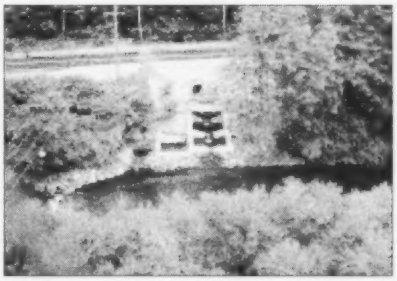
A local salmon enhancement group with the unlikely name of The Campbell River Gravel Committee (CRGC) has recently completed a major fish way project on the Gold River Highway (Highway 28) just west of the Quinsam River Bridge.

The Campbell River Gravel Committee has been instrumental in implementing improvements to fish habitat in the Campbell River area.



Volunteer labour, surplus supplies and a lot of goodwill came together at the right time. The result was a fish ladder that allows fish to cross under the highway through a culvert. There is even a convenient viewing platform for passersby to use.

Last spring, the field services paving crew led by Ed Ryan and Simon Stubbs was preparing a paving rehabilitation project on Highway 28.



Part of the construction work involved replacement of a short section of culvert passing under the highway at Beaver Loop Trail Creek.

Mike Gage of the CRGC was approached with the possibility of his group sponsoring the construction of a fish ladder project at this site near the base of General Hill.

Both the Ministry of Transportation and the federal Department of Fisheries and Oceans staff recognized the opportunity to re-introduce mature Coho into a habitat rich with all of the ingredients to support their juvenile offspring.

The Department of Fisheries and Oceans had been stocking this creek for the past four or five years with smolts from the nearby Quinsam hatchery in the hope they would find their way back during ideal high-water times.

As a Ministry of Transportation employee, I have often found that we are in a position with the Department of Fisheries and Oceans where we complete a roadway construction or rehabilitation project and then are unable to replace habitat that is lost through construction.

This project was one that we wanted to complete to provide habitat compensation.

The Ministry of Transportation was able to supply surplus used concrete lockblocks from the Vancouver Island Highway Project and the necessary engineering and project management to complete the fish way.

Mike Gage pounced on the offer without a second thought. He told me, "This was a dream that we (the CRGC) have had since the completion of the Second Island Spawning Channel."

The Beaver Loop Trail Creek flows into this channel directly below Highway 28. Another local resident and fish enhancement enthusiast, Gord Lawrence, in conjunction with the Campbell River Gravel Committee, had previously drafted a plan for a fish way, using a gabion type construction method but the dream had never become reality.

Ed assigned me the task of designing the project and putting together cost estimates and the necessary timeline constraints to meet all agency requirements.

My children and I constructed a working model of the fish way using Lego blocks, which became an integral part of the planning and a construction tool when others couldn't visualize the completed structure.

It's interesting to note that Lego blocks mirror our lock-block style of construction.

With commitment from two levels of government, Gage was able to arrange funding from the Campbell River business community to assist with the necessary labour and equipment to complete the project.

Stolt Sea Farm and EWOS Canada Ltd were the two major financial sponsors willing to work with the project and the Campbell River Gravel Committee.

I was able to secure the other necessary assistance by bringing businesses such as Al & Sons Excavating, Mainroad North Island Contracting, Finning Canada, Doulyns Contracting and B Skuse Hydroseeding on board to supply the equipment, expertise and materials to get the job done.

Small business in Campbell River never let us down. Wacor Contracting, United Rentals, C & L Supply, Grant Signs and SOS Traffic Control were all more than willing to provide assistance by ab-

Continued on page 14

Fishway construction a community effort

Continued from page 13

sorbing a portion of the services they were providing to the project. Construction of the fish ladder began on July 8, 2002 under the guidance of Ken Bond, an environmental monitor from GAIA Environmental Consulting Services. Prior to excavation, close to two dozen small salmonoids and trout, along with one lamprey eel, were caught amongst the rock and rubble just below the culvert outlet and released into the Campbell River only metres away.

Once this task was completed, Wayne Anderson of Al & Sons Excavating was allowed to begin the slow and often stressful job of digging out the jumble of debris that had accumulated over the past century between the culvert and the Campbell River.

We found everything from cowboy boots to old bridge timbers, not to mention copious amounts of mud and water. Water quality was always an issue.

The stream itself was diverted through pipes outside the work zone to reduce the water entering the excavation site and flooding into the Campbell River system.

Often work was halted as adjustments were made to reposition pipes to allow for another step in the construction process.

Lock blocks were carefully placed one at a time into the five-tiered cell design. Special thelwag blocks were precast to concentrate water flows during low-volume situations.

As the fourth cell was completed, a new bridge with a viewing platform was installed.

This structure was prefabricated by Mainroad North Island Contracting and donated to the project. Work was frequently monitored by people out on their daily walks up and down the Campbell River trail, often stopping to ask what we were building, and once an explanation was given, they gave their wave of approval.

Eight workdays later, on July 17, 2002, the project was all but complete. Now all we could do was sit back and wait for the fall rains, hopeful that Mother Nature would bring home the mature Coho salmon.

Late in the day on November 7 I received a phone call from Ed Ryan, Paving Project Supervisor and Vince Trozzo, Paving Project Manager. Vince and Ed had stopped to check for signs of fish and could hardly believe their eyes. The side pool below the first cell was teaming with fish jockeying for position and ready to jump into the first cell of the fishladder.

With the lateness of the day and fading light, it was difficult to count the number of fish.

The following day, I did an inspection with Rick Senger from Fisheries and Oceans Canada, and we were able to count in excess of 25 fish in the upper creek above the ladder with numerous others either in the cells or waiting their turn to jump up into the cells.

Obviously the hard work and commitment of all of the stakeholders had paid off and will continue to do so for future generations.

Materials incorporated into the project included 115 standard lock blocks, 15 special lock blocks, 250 square metres of filter fabric, 50 to 60 cubic metres of shot rock and 20 bags of concrete grout.

The hard work and talent of the machine operator and labourers are what made this job such a success. Without the dedication and ability of people like Wayne Anderson, Ken Bond, Gord Chaplin, Don Taylor, Dave Turenne and Scott Gallacher, it would have been almost impossible to complete this project.

Guys, you did a wonderful job! Thank you.

Project Contributors

Campbell River Gravel Committee	**- Mike Gage**
Ministry of Transportation	**- Simon Stubbs**
Department of Fisheries & Oceans	**- Rick Senger**
Stolt Sea Farm Inc	**- Dale Blackburn**
EWOS Canada Ltd	**- Ross Grierson**
Al & Sons Backhoe & Excavating	**- Gary Giese**
- Operator	**- Wayne Anderson**
Finning Canada	**- Bill Holmberg**
Mainroad North Island Contracting	**- Scott Gallacher**
- Bridge Manager & Crew	**- Dave Turenne**
Doulyns Contracting Ltd / A. Trace & Sons	**- Steven Stewart**
B Skuse Hydroseeding Inc	**- Brian Skuse**
Wacor Contracting	**- Dave Atkinson**
- Labourers	**- Gordon Chaplin & Don Taylor**
United Rentals of Canada Inc.	**- Paul Stannard**
Grant Signs	**- Al Grant**
C & L Supply (1988) Ltd.	**- Jim**
S O S Traffic Control	**- Wendy Woodward**
Hyland Precast Inc.	**- Ken Woods**
GAIA Environmental Consulting Services	**- Ken Bond**
ABC Pre-kast Ltd.	**- Ivan Lescorbeau**

Fins, feathers and fur abound on Vancouver Island highway work

Quaaaaack, quaaaaack, quaaaaack. Ribbit, ribbit. Sploosh.

Duck, frog, fish and other feral sounds or happenstances not normally associated with major highway developments may be some of the wild encounters you might experience if you made a foray into any of the six environmental reserves established along the last new section of the Inland Island Highway near Courtenay.

Then there are some of the stealthier critters that are lurking underfoot, overhead or in assorted nooks and crannies. Included in this list are bump-in-the-night beasts like rough-skinned newts, red-breasted sapsuckers, blacktail deer, pacific treefrogs, cutthroat trout, water shrews, red-throated loons, steelhead and long-toed salamanders, several with creepy countenances that even a mother might not love. You might not see them, but they know you are there. It's enough to give Stephen King a case of the willies, but ecologists would have a nice warm and fuzzy feeling about it all.

As part of the plan to mitigate negative impacts of the highway development, over 40 hectares of adjoining, high-quality environmental areas were acquired and will be protected in perpetuity. In most cases, the environmental values have been enhanced by construction of fish and wildlife-friendly features and habitat. Wetlands, stream corridors and mature forest areas prevalent in the six properties are well suited to the finned, furred and feathered creatures that frequent them.

Ministry of Transportation staff worked closely with and were strongly supported by Ducks Unlimited Canada, Fisheries and Oceans Canada, local environmental stewardship groups, the Ministry of Water, Land and Air Protection and the Nature Trust of BC to develop this innovative environmental mitigation

Continued on page 16

Salamanders, trout and a nearly endless variety of other critters make their homes in the same areas where we build highways. That makes environmental stewardship of places such as Bevan Pond (below, at right) critically important. Ministry staff and consultants work with environmental groups, other government agencies and area residents of the human kind to make sure everything possible is done to protect animal habitat and preserve unique ecosystems.

Millstream Connector open, VIHP officially brought to an end

Work on the Vancouver Island Highway Project was officially completed on Nov. 28 when a ribbon cutting ceremony was held to open the Millstream Connector.

On hand for the event were Transportation Minister Judith Reid, Esquimalt-Metchosin MLA Arnie Hamilton, acting Langford Mayor Denise Blackwell and Beth Gibson, Mayor of Colwood.

The extension has quickly become a well-used addition to Victoria's transportation network, since it provides a less congested, safer route between the Trans-Canada Highway and the city's western communities of Colwood and Langford.

The official opening follows extensive public consultation between ministry staff and stakeholders, including area open houses, a temporary information office as well as information sessions.

Contributors to this issue of the Road Runner

Cindi Trowbridge
Leanne Jones
Joyce Poole
Mike Proudfoot
John Bodnarchuk
Ian Matthews
Maree Johnston
Julian Malinsky
Tanya Gosselin
Ross Casey
Simon Stubbs
Maria Ciarniello
Sean Wong
Kirsten Pederson
Dave Edgar
Sean O'Sullivan

Bowling for Big Brothers Big Sisters

On Feb. 8, Crystal Chenier, Corinne Chartand, Denise Stanley, Susan Ingram and Maree Johnston, the Southern Interior Region "A-Team," participated in "Strikes for Tykes" in Kamloops. The team collected pledges in support Big Brothers Big Sisters programs. There were lots of laughs and gutter balls but all had a good time. Lesson learned: More practice needed.

Switching on new light technology

(Continued from page 11)

visible overhead signal heads, and the ministry's annual traffic signal relamping program. Ministry electrical maintenance crews did all work.

The cost savings are significant. The traffic signal heads are 90 per cent more power efficient.

A total of $1.8 million in Hydro cost savings will be realized over the next seven years, and $100,000 will be saved annually in maintenance costs. The ministry received over $2 million in LED signal heads from BC Hydro for $700,000, to be repaid over five years with no interest.

There is also a significant safety benefit. The signals are larger and more visible to the travelling public. They are more reliable, and since they require less maintenance, electrical crews will not be exposed to working in traffic as often.

Such a coordinated effort is paying big dividends!

Agreements provide long-term stewardship for sensitive lands

(Continued from page 15)

plan. The properties are being transferred to non-profit environmental groups who will provide long-term stewardship.

Directly from this initiative, Ducks Unlimited is getting a financial kickstart of about $700,000 from its parent United States operation to obtain and protect other valuable fish and wildlife habitat in coastal British Columbia.

So, if you are driving the Inland Island Highway around Courtenay, be sure to appreciate the state-of-the-art road engineering. But also think about the critters that might be scurrying about in the adjacent wet, swampy and dark forested areas because they could be inhabiting an environmental reserve that was established as part of the highway project.